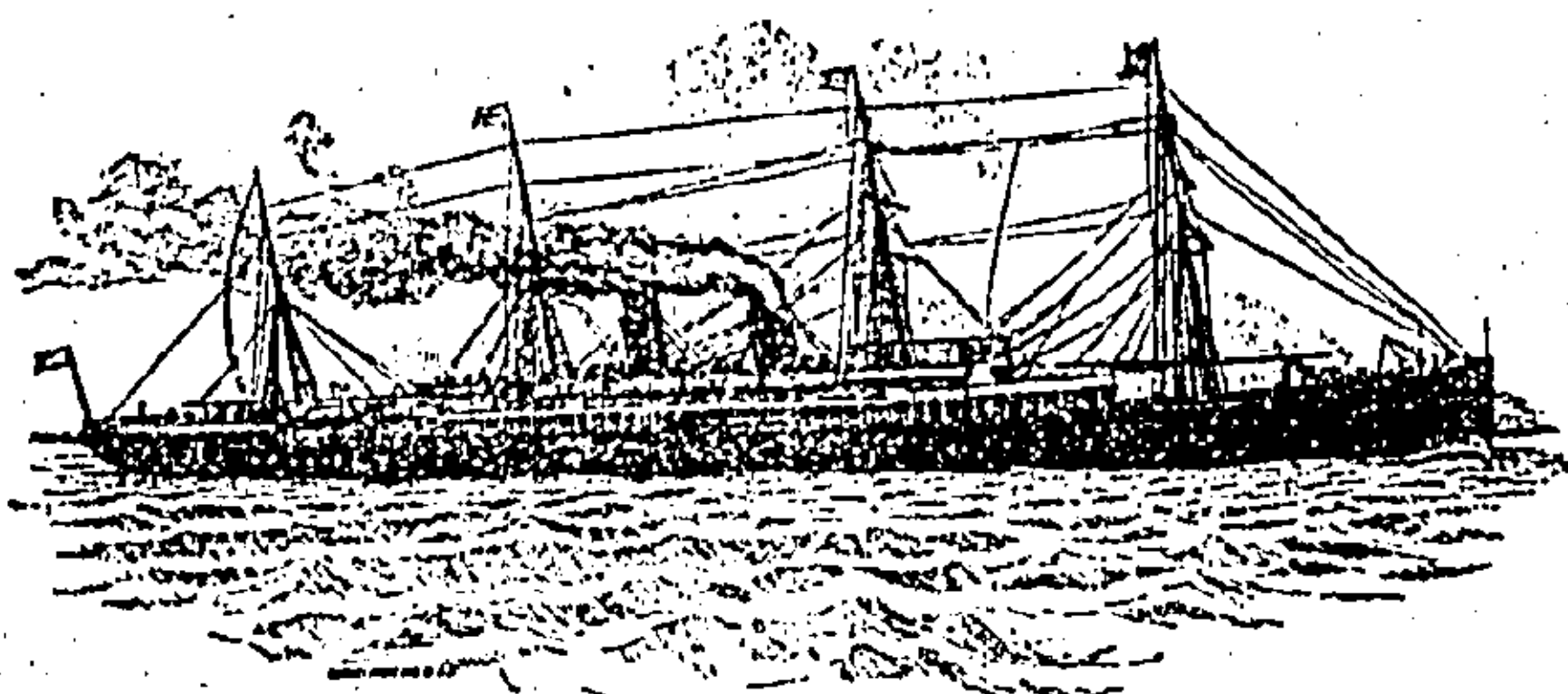






## U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.,  
TOYO KISEN KAISHA.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO,  
CENTRAL AND SOUTH AMERICA AND EUROPE.

PROPOSED SAILINGS FROM HONGKONG.  
"CHINA" ..... WEDNESDAY, 25th March, at Daylight.  
"DOJO MARU" ..... WEDNESDAY, 1st April, at Noon.  
"NIPPON MARU" ..... SATURDAY, 10th April, at Noon.  
"SABU" ..... SATURDAY, 18th April, at Noon.  
"SABU" ..... SATURDAY, 25th April, at Noon.  
"SABU" ..... TUESDAY, 5th May, at Noon.  
"SABU" ..... WEDNESDAY, 13th May, at Noon.  
"SABU" ..... FRIDAY, 22nd May, at Noon.  
"HONGKONG MARU" ..... SATURDAY, 30th May, at Noon.

Record Trip Yokohama to San Francisco made by s.s. "KOREA," 12,000 tons, Oct. 18th-28th, 1902; 10 days, 15 hours.

THE P. M. Company's Steamship "CHINA" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on WEDNESDAY, the 25th instant, at Daylight, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada.

Passengers holding Orders to Europe have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (first-class only) to European Ports, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS, Special rates (first class only) are granted and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Return Passage.—Reduction will be made to passengers who do not hold return tickets, making the return journey between ports in the Orient and Honolulu or beyond, within twelve months.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany each shipment of Cargo or parcel (valued at \$100. Gold or over) destined to Ports beyond San Francisco, in the United States, should be sent to the Companies' Office addressed to the Collector of Customs at San Francisco.

Merchant's Invoice will be sufficient for cargo or parcel (each shipment) when the value is less than \$100. U.S. Gold.

For further Information as to Passage and Freight, apply to the Agents of the Companies, Queen's Building.

E. W. TILDEN, Agent.

Hongkong, 18th March, 1903.

CANADIAN PACIFIC RAILWAY COY'S  
ROYAL MAIL STEAMSHIP LINE.

SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA  
AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)  
EMPRSS" Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 Knots.

PROPOSED SAILINGS FROM HONGKONG.

| (SUBJECT TO ALTERATION.) |                   |            |                         |
|--------------------------|-------------------|------------|-------------------------|
| R.M.S.                   | EMPRSS OF CHINA   | 6,000 Tons | WEDNESDAY, 1st April.   |
| "                        | "EMPRSS OF INDIA" | "          | WEDNESDAY, 22nd April.  |
| "                        | "TARTAR"          | 4,425 "    | WEDNESDAY, 6th May.     |
| "                        | "EMPRSS OF JAPAN" | 6,000 "    | WEDNESDAY, 13th May.    |
| "                        | "ATHENIAN"        | 3,882 "    | WEDNESDAY, 27th May.    |
| "                        | "EMPRSS OF CHINA" | 6,000 "    | WEDNESDAY, 3rd June.    |
| "                        | "EMPRSS OF INDIA" | 6,000 "    | WEDNESDAY, 14th June.   |
| "                        | "EMPRSS OF JAPAN" | 6,000 "    | WEDNESDAY, 15th July.   |
| "                        | "TARTAR"          | 4,425 "    | WEDNESDAY, 22nd July.   |
| "                        | "EMPRSS OF CHINA" | 6,000 "    | WEDNESDAY, 5th August.  |
| "                        | "ATHENIAN"        | 3,882 "    | WEDNESDAY, 12th August. |
| "                        | "EMPRSS OF INDIA" | 6,000 "    | WEDNESDAY, 26th August. |

THE magnificent "EMPRSS" Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, "TARTAR" and "ATHENIAN" 14 DAYS, saving THREE DAYS TO A WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL OVERLAND TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to  
D. E. BROWN, General Agent,  
Pedder's Street.

Hongkong, 13th March, 1903.

HAMBURG-AMERIKA LINIE.  
NORDDEUTSCHER LLOYD.  
OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.

| (SUBJECT TO ALTERATION.) |                                     |               |                         |
|--------------------------|-------------------------------------|---------------|-------------------------|
| STEAMERS                 | DESTINATIONS                        | SAILING DATES |                         |
| ANDALUSIA                | HAVRE and HAMBURG.                  | 22nd Mar      | Freight.                |
| von Dohren               | (Calling at SINGAPORE and COLOMBO). |               |                         |
| KONIGSBERG               | HAVRE and HAMBURG.                  | 10th April    | Freight and Passengers. |
| Mayer                    | (Calling at SINGAPORE and COLOMBO). |               |                         |
| SAMBIA                   | HAVRE and HAMBURG.                  | 21st April    | Freight.                |
| Schmidt                  | (Calling at SINGAPORE and PENANG).  |               |                         |
| SERBIA                   | HAVRE and HAMBURG.                  | 5th May       | Freight.                |
| Dinant                   | (Calling at SINGAPORE and COLOMBO). |               |                         |
| SAXONIA                  | HAVRE and HAMBURG.                  | 19th May      | Freight.                |
| Dinhner                  | (Calling at SINGAPORE and PENANG).  |               |                         |
| SEGOVIA                  | HAVRE and HAMBURG.                  | 2nd June      | Freight.                |
| Fork                     | (Calling at SINGAPORE and COLOMBO). |               |                         |

For further Particulars, apply to

HAMBURG-AMERIKA LINIE,  
HONGKONG OFFICE.

No. 1, Queen's Building.

Hongkong, 14th March, 1903.

## Shipping—Steamers.

HONGKONG, CANTON, MACAO AND  
WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO  
STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION  
COMPANY, LTD.

## HONGKONG-CANTON LINE.

S.S. "HONAM," ..... 2,363 tons, ..... Captain H. D. Jones.  
"POWAN," ..... 2,338 " ..... " G. F. Morrison, R.N.R.  
"FATSUN," ..... 2,260 " ..... " J. J. Lussius.  
"HANKOW," ..... 3,073 " ..... " C. V. Lloyd.  
Departures from HONGKONG to CANTON daily at about 8 A.M. (Sunday excepted), and at about 5.30 P.M. (Saturday excepted).  
Departures from CANTON to HONGKONG daily at about 8 A.M. (Sunday excepted), and at about 4.30 P.M. (Sunday excepted).  
These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloons and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

## HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN," ..... 1,998 tons, ..... Captain W. E. Clarke.  
Departures from Hongkong to Macao daily at about 2 P.M.  
Do. from Macao to Hongkong daily at about 8 A.M. } Sunday excepted.

## CANTON-MACAO LINE.

S.S. "LUNGSHAN," ..... 219 tons, ..... Captain T. Hamlin.  
This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 7.30 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 A.M.

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

## CANTON-WUCHOW LINE.

S.S. "NANNING," ..... 569 tons, ..... Captain R. D. Thomas.  
"SAINAM," ..... 588 " ..... " A. W. Dixon.  
One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 A.M.; and the other leaves Wuchow for Canton on the same days at about 8 A.M. Round trips take about 5 days. These vessels have Superior Cabin accommodation and are lighted throughout by electricity.  
Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LD.,  
18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel.  
Or of BUTTERFIELD & SWIRE,  
Agents, CHINA NAVIGATION CO., LTD  
Hongkong, 20th March, 1903.

## Auctions.

PUBLIC AUCTION.  
THE Undersigned have received instructions to Sell by  
PUBLIC AUCTION,  
TO-MORROW  
(TUESDAY), the 24th March, 1903,  
at 11 A.M.,  
at the  
CENTRAL POLICE STATION'S COMPOUND,  
A QUANTITY OF  
WINCHESTERS CARBINES, MUS-  
KETS, REVOLVERS, PISTOLS, BAY-  
NETS, KNIVES, 1,102 PERCUSSION  
CAPS, SPORTING CARTRIDGES, &c., &c.;  
12,640 Rounds of ASSORTED AMMUNI-  
TIONS.  
AND  
126 Kegs and 9 Barrels of GUNPOWDER.  
TERMS—As usual.  
HUGHES & HOUGH,  
Government Auctioneers.  
Hongkong, 23rd March, 1903. [351c]

PUBLIC AUCTION.  
THE Undersigned have received instructions to Sell by  
PUBLIC AUCTION,  
FOR ACCOUNT OF THE CONCERNED,  
TO-MORROW  
(TUESDAY), the 24th March, 1903,  
at 2.30 P.M.,  
within his residence, No. 1, Cameron Villas,  
the WHOLE of his  
HOUSEHOLD FURNITURE,  
Comprising—  
DRAWING-ROOM SUITE, IRON BED-  
STEADS with WIRE and HAIR MAT-  
TRESSES, MARBLE-TOP WASH-STANDS  
and DRESSING TABLES with BEVELLED  
GLASS, TEAK-WOOD OVERMANTELS  
with GLASS, BRASS and IRON FENDERS,  
TEAK-WOOD EXTENSION DINING  
TABLE, MARBLE-TOP TABLES,  
MOROCCO-COVERED ARM CHAIRS,  
ELECTRO-PLATED, CROCKERY and  
GLASS WARE, ICE CHEST, CHEST-  
OF-DRAWERS, CARPETS, RUGS,  
SHANGHAI BATH, COOKING STOVES  
and UTENSILS, &c., &c.;  
Also  
A fine collection of FERNS and PLANTS  
in POTS.  
Catalogues will be issued.  
TERMS—As usual.  
HUGHES & HOUGH,  
Auctioneers.  
Hongkong, 20th March, 1903. [359c]

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Catalogues will be issued.  
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HUGHES & HOUGH,  
Auctioneers.  
Hongkong, 20th March, 1903. [359c]

PUBLIC AUCTION.  
THE Undersigned have received instructions from C. C. COHEN, Esq., to Sell by  
PUBLIC AUCTION,  
on  
WEDNESDAY, the 25th March, 1903,  
at 2.30 P.M.,  
within his residence, No. 1, Cameron Villas,  
the WHOLE of his  
HOUSEHOLD FURNITURE,  
Comprising—  
DRAWING-ROOM SUITE, IRON BED-  
STEADS with WIRE and HAIR MAT-  
TRESSES, MARBLE-TOP WASH-STANDS  
and DRESSING TABLES with BEVELLED  
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and UTENSILS, &c., &c.;  
Also  
A fine collection of FERNS and PLANTS  
in POTS.  
Catalogues will be issued.  
TERMS—As usual.  
HUGHES & HOUGH,  
Auctioneers.  
Hongkong, 20th March, 1903. [359c]

GOVERNMENT NOTIFICATION.  
PARTICULARS AND CONDITIONS of the letting by Public Auction Sale, to be held on MONDAY, the 30th day of March, 1903, at 3 P.M., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of ONE LOT OF CROWN LAND, on the South side, and near the crest of the Kowloon Range of Hills, New Kowloon, in the Colony of Hongkong, for a term of 75 Years.

| LOCALITY.     |              | Boundary Measurements. |     | Contents in Square Feet. |     | Annual Rent. |         | Upset Price. |     |
|---------------|--------------|------------------------|-----|--------------------------|-----|--------------|---------|--------------|-----|
| No. of State. | Registry No. | N.                     | S.  | E.                       | W.  | ft.          | sq. ft. | £            | s.  |
| 100           | 100          | 100                    | 100 | 100                      | 100 | 100          | 100     | 100          | 100 |

Hongkong, 21st March, 1903. [359c]

DENTISTRY.  
SUI SANG.  
Dentist.  
Late Practising with Dr. L. SAKATA.  
No. 24, Cornhill Road Central.  
Hongkong, 20th February, 1903. [359c]

## Notices of Firms.

THE CHINA MERCHANTS S. N. CO.  
NOTICE.  
I HAVE This Day taken over the duty as  
MANAGER of the above Company.  
By Order of the Board of Directors,  
CHAN HEWAN,  
Manager.  
Hongkong, 18th March, 1903. [346c]

CHINA TRADERS' INSURANCE  
COMPANY, LIMITED.  
NOTICE.  
CONSEQUENT upon the Retirement of  
Mr. W. H. RAY, owing to ill-health,  
Mr. JAMES WHITALL has, from This Date,  
been appointed SECRETARY of the above  
Company.  
By Order of the Board of Directors,  
E. W. MAITLAND,  
Acting Secretary.  
Hongkong, 17th March, 1903. [332c]

Hotels.  
KING EDWARD  
HOTEL.  
A HIGH CLASS PRIVATE HOTEL.  
LADIES' AFTERNOON TEA ROOMS.  
PRIVATE BAR  
AND  
BILLIARD ROOMS.  
Rooms specially reserved for Captains  
of the Mercantile Marine.  
Hot and Cold Water throughout.  
Electrically Lighted.  
Electric Passenger Elevator to each Floor.  
Table D' Hote at Separate Tables.  
For Terms, &c., apply to the  
MANAGER.  
Hongkong, 23rd October, 1902. [1116d]

AN OPPORTUNITY FOR AMERICAN  
AND EUROPEAN ENTERPRISE  
IN  
PROGRESSIVE HONGKONG.  
THE QUEEN'S HOTEL,  
situate at Kowloon, within a few minutes' walk  
of the principal landing stages of the  
SECOND SEAPORT IN THE WORLD  
and on the Trunk Road of the Projected  
HONGKONG-CANTON RAILWAY,  
IS FOR LEASE ON  
VERY EASY TERMS,  
owing to Proprietor having to leave the Colony.

The Elit Establishment, patronised by the  
residents of Hongkong and Kowloon, and by  
the Shipping Community calling at this Far  
Eastern entrepot of trade.  
An exceptionally large and showy building,  
capable of extension, with large piece of vacant  
land adjoining.  
Bounded by main roads leading to the  
Docks and Warehouses.  
The Establishment has been conducted as a  
First Class Hotel and is a profitable investment.  
Is capable of still larger returns if management  
is taken over by person devoting exclusive  
attention to the Business.

Inspection of Books allowed to any one  
making Bond Fide Offers for Lease, &c.  
For full Particulars apply to  
H. RUFFONJEE,  
D'Aguilar Street,  
Hongkong.  
Hongkong, 23rd February, 1903. [220c]

Masonic.  
EOTHEN MARK LODGE,  
No. 264.  
A REGULAR MEETING of the above  
LODGE will be held at the FREEMASONS'  
HALL, Zealand Street, TO-MORROW, the 24th  
instant, at 5 for 8 P.M. precisely. Visiting  
Brethren are cordially invited to attend.  
Hongkong, 19th March, 1903. [349c]

SANG MOW.  
DEALER IN  
Bamboo Furniture, Bamboo  
Blinds and Matting of  
All Climates.  
No. 45, Queen's Road Central,  
Price Lists On Application.  
Orders Executed Promptly.  
11th May, 1902. [146d]

CHEONG SHING.  
No. 30, Queen's Road Central,  
(Opposite to Messrs GAUPP & Co.)  
DEALERS IN  
Jewellery and Silks, Pearls and Jadestone  
Ware, Ivory Ware and Carols, Chinese  
Gems of all kinds.  
Add also General Exporters.  
All inspection is respectfully solicited.  
Good quality and good workmanship  
guaranteed.  
Prices lower than other shops in the same  
line of business. [101d]

## Intimations.

"BOA VISTA,"  
(HOTEL SANITARIUM OF SOUTH CHINA)  
MACAO.

THE most select Hotel in the Far East, beautifully situated, overlooking the sea, and  
affords comfortable accommodation for travellers.  
The strictest supervision as to food and cleanliness is exercised by a European Manager.  
Telegraphic Address: "BOA VISTA."

## Johnson's Digestive Tablets.

THE GREAT REMEDY FOR  
Indigestion, Dyspepsia, Flatulency and  
Acidity of the Stomach.

VICTORIA DISPENSARY,  
Late Dakin, Cruickshank & Co., Ltd.



## THE HISTORY

Of impaired and lost eyesight, cataracts and other diseased conditions of the eyes is  
generally associated with delay in getting first glasses, cheap spectacles, tramp spec, bung-  
ling of incompetents and the indiscriminate wearing of others' discarded glasses.

ONLY ONE PAIR OF EYES.  
To last a life time. Keep them healthy and enjoy comfortable and perfect vision to  
the greatest age by getting your glasses fitted by

N. LAZARUS,  
OPHTHALMIC OPTICIAN,  
OF LONDON AND CALCUTTA.  
Consulting Room: No. 16, Queen's Road Central.  
Entrance through Mr. R. Houghton's Tailoring Establishment, nearly opposite  
Hongkong Hotel. [6c]

## WING CHEONG.

DEALERS IN JEWELLERY, PEARLS, DIAMONDS, JADESTONEWARE  
CURIOS, SILKS, CARVED IVORYWARE, AND GRASSCLOTHS,  
AND  
GENERAL EXPORTERS.  
No. 35, Queen's Road Central,  
Next Door Messrs. LANE, CRAWFORD & Co.  
Hongkong, 20th November, 1901. [256c]

GO TO THE  
KOWLOON HOTEL,  
KOWLOON. J. W. OSBORNE,  
Proprietor.

TO BE PUBLISHED SHORTLY.  
A NEW STREET INDEX,  
BY  
ARTHUR CHAPMAN,  
GOVERNMENT ASSESSOR.  
INTENDING Subscribers are requested to  
send, as early as possible, Orders for as  
many copies as they may require, to  
THE GOVERNMENT ASSESSOR,  
The Treasury.  
Hongkong, 26th February, 1903. [236c]

CHS. J. GAUPP & CO.  
CHRONOMETER, WATCH, and CLOCK  
MAKERS, JEWELLERS, SILVER  
SMITHS, and OPTICIANS.  
CHARTS and BOOKS.  
NAUTICAL INSTRUMENTS.  
Sole Agents for Louis Audemars' Watches  
awarded the highest Prizes at every Exhibition;  
and for Voigtlander and Sohn's  
CELEBRATED OPERA GLASSES,  
MARINE GLASSES and SPYGLASSES,  
Nos. 42 & 44, Queen's Road Central. [19c]

FURNITURE WAREHOUSE.  
LI KWONG LOONG  
CABINET-MAKER AND ART DECORATOR,  
from Shanghai, has opened a  
FURNITURE STORE  
at  
No. 17, QUEEN'S ROAD.  
The only Shop in Hongkong with this name.

WHERE HIGH-CLASS FURNITURE  
of every description can be made to  
order in any design required.  
Has been patronised by the Hongkong Club,  
Hongkong Hotel, Messrs. A. S. Watson & Co.,  
Ld., Joint Telegraphs Cos., and other leading  
Establishments in the Colony, to whom refer-  
ence may be made as to the Superior Work-  
manship and Materials of the Furniture, &c.,  
supplied.  
Messrs. A. S. Watson & Co. write as follows:—  
"We have pleasure in stating that Mr. LI  
KWONG LOONG furnished the Annex to  
our Dispensary and gave us every satisfac-  
tion."  
(Sd.) A. S. WATSON & Co., Ld.  
ORDERS punctually attended to, and  
CHARGES most moderate.  
AN INSPECTION INVITED.  
Hongkong, 20th December 1901. [140d]

SANG MOW.  
DEALER IN  
Bamboo Furniture, Bamboo  
Blinds and Matting of  
All Climates.  
No. 45, Queen's Road Central,  
Price Lists On Application.  
Orders Executed Promptly.  
11th May, 1902. [146d]

CHEONG SHING.  
No. 30, Queen's Road Central,  
(Opposite to Messrs GAUPP & Co.)  
DEALERS IN  
Jewellery and Silks, Pearls and Jadestone  
Ware, Ivory Ware and Carols, Chinese  
Gems of all kinds.  
Add also General Exporters.  
All inspection is respectfully solicited.  
Good quality and good workmanship  
guaranteed.  
Prices lower than other shops in the same  
line of business. [101d]

SOLE AGENTS:  
RITCHIE & Co.,  
39, Des Voeux Road.  
Hongkong, 12th March 1903. [101d]



## VICTORIA GAOL.

We make the following extracts from the report of the Superintendent of Victoria Gaol, for 1902:

The number of prisoners from the ordinary Courts was 5,786, besides 149 soldiers and sailors sentenced by the Military and Naval Authorities. There were 53 prisoners admitted for debt, making a total of 5,938.

The corresponding numbers for the preceding year were respectively as follows:—Convicted by the Ordinary Courts, 4,858; sentenced by the Military and Naval Authorities, 181; debtors, 29; and in default of finding security, 8. Total, 5,077.

The percentage of prisoners admitted with previous convictions recorded against them to the total number of admissions was 11.3 as compared with a percentage of 13.37 for the year 1901.

The daily average number of prisoners confined in the gaol during the past ten years is:—1893, 458; 1894, 455; 1895, 472; 1896, 514; 1897, 462; 1898, 511; 1899, 432; 1900, 486; 1901, 499; and 1902, 576.

The Superintendent of the Gaol, in paragraph 10 of the annual report for the year 1898 (during which year the daily average number of prisoners in the Gaol was 511), called attention to the inadequacy of the Gaol accommodation. The question was again raised in paragraph 12 of the Superintendent's annual report on the Gaol for the year 1900, when accommodation for 570 prisoners was given as the total capacity of the Gaol.

During the year under review and especially in the month of May, when for several days the number of prisoners confined in the Gaol went up to 749, the Gaol was very much overcrowded.

For 171 days during the year the daily population of the Gaol varied between 571 and 749 prisoners and on 45 days of that period the numbers were over 600. During the latter part of the year a number of prisoners were located in the corridors, cell accommodation being insufficient.

The following table shows the number of convicts confined in the Gaol on the 31st December for the past five years:—1898, 55; 1899, 95; 1900, 141; 1901, 180; and 1902, 215. During the above five years there were 116 convicts released, time expired, etc.

The figures in the above table call for special attention indicating as they do a continuous increase of long-sentence prisoners.

There were 6 deaths and 3 executions during the year, and 35 prisoners released on medical grounds.

There were 84 juveniles admitted to the Gaol during the year, 64 of whom were sentenced to be detained for 48 hours and to be whipped, the remainder were sentenced to various terms of imprisonment.

There were 1,971 punishments for breach of prison discipline, being an average of 3.42 per prisoner, as compared with 2.41 with an average per prisoner of 4.83 for the preceding year. There were eight cases in which corporal punishment was awarded during the year, seven of which were (with the birch rod) sentenced by the Assistant Superintendent alone and one with the cat-o-nine-tails sentenced by the same officer in conjunction with a Justice of the Peace.

Notwithstanding the overcrowded state of the Gaol during the year, the average number of reports per prisoner has been the lowest on record and speaks well for the maintenance of discipline throughout the prison.

There were 313 prisoners convicted from the New Territory during the year, of whom 16 were sentenced to 2 years' imprisonment and upwards.

Constant attention is given to the instruction of long-sentence prisoners (first offenders of good conduct, who are employed at industrial labour, viz., Boot and shoemaking, tailoring, mat-making, carpentry, smithing, net-making, mattress-making, raitan work, knitting, printing, and book-binding—the knowledge of which is useful and educational, rendering many of them much better adapted to earn an honest livelihood after their discharge from prison.

The total number of the forms printed at the Gaol during the year 1902 was 3,050,828 and 11,949 books were bound. The value of work done by the printing and book-binding department was \$29,039.13. Deducting the cost of paper, leather, etc., used during the year, from the net earnings, the total profits on all industrial labour amounted to \$29,439.91 for the year 1902.

All minor repairs to the Gaol have been carried out by prison labour.

The conduct of the European officers has as a rule been excellent, and their duties have been satisfactorily performed. The conduct of the Indian staff has been on the whole good.

There have been no escapes or attempts to escape.

The new quarters for married and single officers were completed and occupied in March. The officers' old quarters within the prison have been converted, by prison labour, into a hospital for prisoners.

The new hospital is a separate building, capable of accommodating 30 prisoners.

There have been no suicides or attempts to commit suicide during the year.

## THE WEATHER.

The following report is from Mr. F. G. Figg, Acting Director of the Hongkong Observatory:

On the 23rd at 11.50 A.M., The barometer has fallen on the China coast, particularly in the North, owing to a depression, which is approaching the neighbourhood of Shanghai from the Westward.

Pressure is highest over W. Japan.

The monsoon is interrupted on the China coast, S. to W. winds prevailing. Light E. and S.E. winds over the N. part of the China Sea.

Forecast:—E. and variable winds, light, fair.

A. K. FOR ASAHU JAPANESE BEER.

## HOTELS IN THE EAST.

"A Constant Traveler" has been "trespassing on valuable space" in a contemporary regarding the airing of certain grievances relating to the question of hotels. He says:—It is a strange fact that hotels—with one or two exceptions—East of Egypt, taking them on the basis of relative patronage, are the most unsatisfactory in the world. India has set the standard which is admitted to be a disgrace to that country by everyone that has travelled there, and I am sorry to say that standard shows no material improvement in Burma. Rangoon can boast of only one hotel that a European cares to patronise, and that hotel has lately been utterly unable to cope with the traffic. It is a surprise to everyone who visits Rangoon that no one seems to have the courage and enterprise to start a rival hotel under European management, for which there is admittedly ample scope. The position in Penang is not much better, where the need of an up-to-date hotel is greatly felt, and the state of affairs in Rangoon has a glaring analogue in Singapore. Visitors here have for the last month or so been turning away from the score from the hotel that commands most patronage, and yet no other hotel of anything approaching outstanding merit is to be found, notwithstanding the exorbitant prices charged."

## A STARTLINGLY DEFICIENT BIRTH RATE.

The statistics of the County of London recently issued by the London County Council show that there has been a decided improvement in recent years in the marriage rate for London. In 1894 it reached its lowest point—17 per 1000. In 1899 it was 18.4 per 1000. The birth-rate does not show a corresponding increase. It is now at the lowest point it has ever touched. Thirty years ago it was 35.4 per 1000; in 1899 it had sunk to 29.3. There are over four times as many births proportionately in St. Luke's as in St. George's, Hanover Square. With regard to these facts it would be interesting to know what are the experiences in other parts of the country. In parts of Devonshire, it is stated in the *Lancet*, it is quite the exception for the young married couples of the upper middle class to have any family at all. From notes that have been kept of marriages amongst private people of easy circumstances in one district it appears that out of 47 marriages which have taken place between 1887 and 1900, 31 have had no family at all. As to the effect, if this state of things exists all over the kingdom, it cannot but be serious.

## Intimations.

HUMPHREYS ESTATE AND FINANCE COMPANY, LIMITED.

NOTICE is hereby given that an EXTRA-ORDINARY GENERAL MEETING of the above-named Company will be held at the REGISTERED OFFICES of the Company, Nos. 38 to 40, Queen's Road Central, on THURSDAY, the 26th day of MARCH, 1903, at 12 o'clock NOON, for the purpose of considering and if thought fit of passing the SUBJOINED RESOLUTIONS:

1. That the Company may underwrite the whole or any part of the fire risks on all or any of its properties as the directors may from time to time determine.

2. That the sum of \$200,000 now standing to the credit of Permanent Reserve Fund be transferred to the credit of an "Insurance Reserve Fund" and that this Fund shall be credited with the same premiums on the properties underwritten by the Company as if they had been insured with other companies, and that all losses by fire shall be met out of the same Fund.

JOHN D. HUMPHREYS & SON, General Managers.

Hongkong, 11th March, 1903. [308e]

CAMPBELL, MOORE & CO., LIMITED.

## NOTICE TO SHAREHOLDERS.

THE SEVENTEENTH ORDINARY ANNUAL MEETING OF SHAREHOLDERS in the above Company will be held at the above COMPANY'S OFFICES, No. 29, Queen's Road Central, at 4 P.M. on TUESDAY, the 31st March, 1903, for the purpose of receiving the Report of the Directors with a Statement of Accounts to the 31st December, 1902. The TRANSFER BOOKS of the Company will be CLOSED from the 25th March to the 31st March, both days inclusive.

By Order of the Board of Directors, M. A. A. SOUZA, Secretary.

Hongkong, 16th March, 1903. [323e]

THE EASTERN EXTENSION AND GREAT NORTHERN TELEGRAPH COMPANIES.

THE "VIA EASTERN" TELEGRAPHIC SOCIAL CODE.

THE above mentioned Code is available for Telegrams sent by the lines of either Company, and may be consulted, or purchased, at the Companies' Office.

J. M. BECK, Superintendent.

Hongkong, 18th March, 1903. [347e]

## GOVERNMENT NOTIFICATION.

INFORMATION has been received from the Military Authorities that GUN PRACTICE will be carried out at Lyemun on WEDNESDAY, the 25th instant, at targets in a South-Easterly direction. Practice will commence at about 10 A.M.

By Command, F. H. MAY, Colonial Secretary.

Colonial Secretary's Office, Hongkong, 17th March, 1903. [333e]

## WANTED.

INSTITUTION OF ENGINEERS and SHIPBUILDERS OF HONGKONG. Wanted a MANAGER for above Institution. Apply to

HONGKONG, 20th March 1903. [338e]

A. K. FOR ASAHU JAPANESE BEER.

A. K. FOR ASAHU JAPANESE BEER.

## Consignees.

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENLARIQ,"

FROM ANTWERP, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods undelivered after the 23rd instant will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 10th April, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 23rd instant at 2 P.M.

No Fire Insurance has been effected. Bills of Lading will be countersigned by GIBB, LIVINGSTON & CO., Agents.

Hongkong, 17th March, 1903. [336e]

"BARBER" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

Cargo ex S.S. "RICHMOND CASTLE," FROM NEW YORK.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 24th instant, will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 26th instant, or they will not be recognized.

No Fire Insurance has been effected. Bills of Lading will be countersigned by DODWELL & CO., LIMITED, Agents.

Hongkong, 17th March, 1903. [337e]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM TRIESTE, PORT SAID, ADEN, COLOMBO, PENANG AND SINGAPORE.

THE Company's Steamship

"FRANZ FERDINAND," having arrived, Consignees of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained.

This Vessel brings Cargo:—From Venice, ex S.S. *Venus* transhipped at Trieste.

Optional Cargo will be discharged here, unless notice to the contrary be given immediately. No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent to the Office of the Undersigned before Noon, on the 24th instant, or they will not be recognized.

No Fire Insurance has been effected, and no Goods remaining in the Godowns after the 24th instant will be subject to rent.

Bills of Lading will be countersigned by SANDER, WIELER & CO., Agents.

Hongkong, 17th March, 1903. [315e]

THE PORTLAND AND ASIATIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

S.S. "INDRASAMHA," FROM PORTLAND (OR.), YOKOHAMA, KOBE, MOJI AND NAGASAKI.

THE above steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their goods from alongside.

Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in any case whatever.

ALLAN CAMERON, General Agent.

Hongkong, 17th March, 1903. [335e]

NOTICE TO CONSIGNEES.

"GLEN" LINE OF STEAMERS. FROM ANTWERP, LONDON AND STRAITS.

THE Steamship

"GLENSHIEL" having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 24th instant will be subject to rent.

No Fire Insurance will be effected. All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the steamer's arrival, after which no claims will be recognized.

MCGREGOR BROS. & GOW, Agents.

Hongkong, 18th March, 1903. [341e]

## MIDZUSHIMA &amp; CO.,

COAL MERCHANTS,

NO. 4, QUEEN'S ROAD CENTRAL, (FACING DUNDRELL STREET).

HEAD OFFICE: No. 5, SAKAMACHI, KOBE.

BRANCH OFFICES: UCHI-HONMACHI, MOJI.

MINAMI-AIKAWA, OSAKA.

KAIDOM, WAKAMATSU.

AGENCY: Mr. S. NAKAYAMA, MOTOMACHI, YOKOHAMA.

Telegraphic Address: "MIDZUSHIMA," Kobe, Moji, Osaka, Wakamatsu and Hongkong.

Code used:—A. 1. & A. B. C. 4th Ed.

IMPORTERS OF JAPANESE COALS.

CONTRACTORS OF COAL to the Compagnie des Messageries Maritimes de France.

Foreign and Japanese Steamers, Arsenal and Japanese Railway Companies, &c.

SOLE PROPRIETORS of Kumamoto and Taniguchi Coal Mines.

SOLE AGENTS for Kawamatsu, Komatsu, Taniguchi, Minami, Ito, and Kumagata Collieries.

K. UYEMURA, Manager.

Hongkong, 3rd March, 1903.

## Consignees.

IMPERIAL GERMAN MAIL LINE.

NORDEUTSCHER HAMBURG-AMERIKA LLOYD.

NOTICE TO CONSIGNEES.

THE Steamship

"SACHSEN," of the NORDEUTSCHER LLOYD, having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon, TO-DAY.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 26th instant will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on THURSDAY, the 26th instant, at 9.30 A.M.

All Claims must reach us before the 30th instant, or they will not be recognized.

No Fire Insurance has been effected. Bills of Lading will be countersigned by the Undersigned.

NORDEUTSCHER LLOYD. MELCHERS & CO., Agents.

Hongkong, 19th March, 1903. [653e]

"MOGUL" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "AFRIDI," FROM GLASGOW AND LIVERPOOL.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon, TO-DAY.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 27th instant, will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 30th instant, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 26th instant, at 3 P.M.

No Fire Insurance has been effected. Bills of Lading will be countersigned by DODWELL & CO., LIMITED, Agents.

Hongkong, 20th March, 1903. [354e]

"INDRA" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

FROM NEW YORK.

THE Company's Steamship

"INDRANI," having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the goods are landed.

Goods not cleared by the 27th instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by us in any case whatever.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no claims will be recognized.

JARDINE, MATHESON & Co., Agents.

Hongkong, 21st March, 1903. [363e]

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

NOTICE.

CONSIGNEES OF CARGO per Steamship

"DORIC," The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in any case whatever.

E. W. TILDEN, Agent.

Hongkong, 21st March, 1903. [11]

WORTH A GUINEA A BOX.

BEECHAM'S PILLS

FOR ALL RILIOUS AND NERVOUS DISORDERS SUCH AS SICK HEADACHE, CONSTIPATION, WEAK STOMACH, IMPAIDMENT OF DIGESTION, DISORDERED LIVER, AND FEMALE AFFECTIONS.

ANNUAL SALE SIX MILLION BOXES.

50 CENTS PER BOX.

Prepared only by the Proprietor:—THOMAS BEECHAM, St. Helens, England.

SOLE AGENTS for HONGKONG and the EMPIRE OF CHINA:—WATKINS, LIMITED, APOTHECARIES' HALL, 66, Queen's Road Central, Hongkong.

[71]

## Mails.

## NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.

| STEAMERS.       | DESTINATIONS.  | SAILING DATES.                    |
|-----------------|--|-----------------------------------|
| BOMBAY MARU     | BOMBAY, VIA SINGAPORE and COLOMBO  | TUESDAY, 24th Mar., at Noon.      |
| SHINANO MARU    | VICTORIA, B.C., and SEATTLE, U.S.A., VIA SHANGHAI, MOJI, KOBE and YOKOHAMA   | TUESDAY, 24th Mar., at 4 P.M.     |
| C. W. Thompson  | NAGASAKI, KOBE and YOKOHAMA  | WEDNESDAY, 25th Mar. at Noon.     |
| YAWATA MARU     | HAMA   | FRIDAY, 27th Mar., at Daylight.   |
| A. E. Moses     | KOBE and YOKOHAMA  | FRIDAY, 27th Mar., at 4 P.M.      |
| J. B. Macmillan | SYDNEY and MELBOURNE, VIA MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE   | FRIDAY, 27th Mar., at 4 P.M.      |
| KUMANO MARU     | VICTORIA, B.C., and SEATTLE, U.S.A., VIA SHANGHAI, MOJI, KOBE and YOKOHAMA   | TUESDAY, 7th April, at 4 P.M.     |
| TOSA MARU       | MARSEILLES, LONDON and ANTWERP, VIA SINGAPORE, PENANG, COLOMBO and PORT SAID | SATURDAY, 4th April, at Daylight. |
| KAMAKURA MARU   |  |                                   |
| H. Christensen  |  |                                   |
| H. Petersen     |  |                                   |

\* Through Passenger Tickets issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers. Round-the-World Tickets also issued. Between Moji and Kobe, 1st and 2nd Class Through Passengers have the Option of Travelling by the Sanyo Railway.

For further Information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Building, 1st Floor, Chater Road.

A. S. MIHARA, Manager.

Hongkong, 17th March 1903.

COMPAGNIE DES MESSAGERIES MARITIMES.

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## Intimations.

A. S. WATSON & CO.,  
LIMITED.

ESTABLISHED A.D. 1841.

AERATED WATER  
MANUFACTURERS.BREWED  
GINGER BEER  
IN STONE BOTTLES.OUR GINGER BEER  
Is prepared from the freshest and best  
ingredients.Is the only GINGER BEER in the Colony  
that is really BREWED.Is of the highest standard of excellence and  
purity.

Is a refreshing and health-giving beverage.

PRICE IN STONE BOTTLES:—  
Per dozen.....\$2.25\$1.50 per dozen is allowed for the bottles  
when received back at our factories in  
good condition.A. S. WATSON & Co.,  
LIMITED.BREWERS OF GINGER BEER AND  
AERATED WATER MANUFACTURERS.TELEPHONE NO. 156.  
CABLE ADDRESS: "ACHEE," HONGKONG.  
A. B. C. CODE, 4TH EDITION.

ESTABLISHED 1839.

A CHEE & CO.,  
祥利廣  
17A, QUEEN'S ROAD.FURNITURE  
DEALERS.DRAWING-ROOM,  
DINING-ROOM,  
and BED-ROOM  
FURNITURE.ELECTRO-PLATED,  
GLASS, and  
CHINA WARES.PASTEUR'S MICROBE-PROOF  
FILTERS,ROCHESTER LAMPS,  
WHITE TURKISH TOWELS,  
COUNTERPANES.COOKING RANGES,  
KITCHEN UTENSILS, and  
HOUSEHOLD REQUISITES.PHOTOGRAPHIC  
DEPARTMENT.DEVELOPING AND PRINTING  
UNDERTAKEN BY AMATEURS.  
GOOD WORK.

PROMPT RETURN.

Hongkong, 8th July, 1902.

[728d]

CARMICHAEL AND  
CLARKE,  
CONSULTING ENGINEERS AND  
SHIPBUILDERS,  
SURVEYORS AND CONTRACTORS.

REPAIRS PROMPTLY ATTENDED TO.

TELEGRAMS: "CARMICHAEL," Hongkong.  
A. B. C. Code, 4th Edition.  
A. 1 Code.

Liebert's Standard Code.

TELEPHONE, 332.

Hongkong, 20th March, 1903.

[355e]

SAN MIGUEL  
San Miguel San Miguel

## BIRTHS.

On the 7th March, at Balbeattie, Scotland, the wife of Captain R. PHILLIPS, China Navigation Co., of a son.  
On the 17th March, at No. 13, Boone Road, Shanghai, the wife of O. A. MADAR, of a son.  
On the 18th March, at No. 1, Mediurst Road, Shanghai, the wife of E. M. THOMAS, of a daughter.

## DEATHS.

On the 14th March, at Ningpo, the dearly beloved wife of ALFRED JOSEPH HUDSON, aged 35 years.  
At 49, Miller Road Shanghai, on the 14th March, 1903, ISABEL FRANCISCA TERRIBLE, in her 54th year.  
At Singapore, on March 15, Caroline, widow of Capt. J. H. DILL ROSS.  
On the 19th March, at No. 66, Kiksen Road, Shanghai, FREDERICK CLIFTON, of the Shanghai Waterworks Co., Ltd., aged 48 years.

## The Hongkong Telegraph

HONGKONG, MONDAY, MARCH 23, 1903.

## THE LOCAL ADMIRALTY DOCKS.

Ever since the decision of the Home Government was made known that it was advisable in Imperial interests for the Admiralty to possess its own docks in the Colony, considerable interest was taken in the project, and that interest remained centred in the scheme until it received its first practical application when the decision was announced that the docks were to be built in Wanchai on this side of the harbour. It must still be fresh in the memory of our readers that the weight of public opinion was that the choice of the site was an inexpedient one. By far the more suitable selection should have been one on the Kowloon side of the harbour. Then when the Eastern Reclamation Scheme was conceived by Sir Paul Chater and unanimously concurred in by the Eastern Marine Lighthouse negotiations were, we believe, opened with a view to obtain the transfer of the Naval Yard Extension works from their present site so as to give to the Colony one continuous waterfront thoroughfare for the whole breadth of the Island—from Kennedy Town on the West to Causeway Bay on the East. The expenditure till then incurred by the Admiralty on their dock scheme had already assumed such proportions, and the advice of their experts prevailing, that it was considered no transfer of the site could be effected at that stage. Thence the work progressed, and Dame Rumour has from time to time been active as to the unsatisfactory nature of the sea bed on which the cofferdam is to be constructed. No sooner were these rumours put into circulation than they are discredited. To-day, however, it has again gained currency, and on the present occasion with far more persistency. It is reported that no solid bottom, or one as satisfactory as it was at one time anticipated, has been obtained, and there is a divergence of opinion among those who are responsible in the engineering of this gigantic project whether a site over at Kowloon is not after all the more desirable. It is believed, on rumour, that a meeting of the Authorities concerned will be held to-morrow to consider the subject. The community will await with considerable interest the announcement of the modification or the abandonment of any plans of the naval officials in regard to their extensive projects in this important base, involving, as they do, such momentous issues to the interests of the Colony at large. It has been suggested that in the reconsideration of the Imperial Government's Scheme, the properties of the Hongkong and Whampoa Dock Co., Ltd., might not be left out of the pale of discussion.

## LOCAL AND GENERAL.

Anything in the Photographic line, no matter what it may be, can be had at LeMunyon's.—*Adv.*

A NATIVE was sentenced to two months' hard labour for breaking into the premises of No. 56 Elgin Road, Kowloon, and stealing therefrom about \$50 worth of clothing.

THE Emperor of China's telegram of condolence on the death of Prince Komatsu was sent direct, and was in English, and the Emperor of Japan's reply was also in English.

Just call up Phone 390 or write to P. O. Box 368. Either will find LeMunyon, and he is always ready to serve you.—*Adv.*

EXTRACTS from the report of the Superintendent of the Victoria Gaol are printed on the third page. The report of Saturday's rowing and other matter are unavoidably held over till to-morrow.

It is rumored at Peking that Sir Robert Hart tried to resign from the Imperial Maritime Customs Service, and that he recommended a certain Britisher to be his possible successor, in case of his retirement.

Our Dry Plates, Paper, Film, etc., etc. guaranteed to be strictly fresh and satisfactory in every way. C. E. LeMunyon, No. 31 Des Vaux Road.—*Adv.*

THE cricket match between the A. O. D. and Craigengower C. C., which was played on Saturday at the Happy Valley was won by the Craigengower by 4 wickets and 27 runs.—The total score of the Ordinance was 89, of which Ansonbie contributed 41, whilst Craigengower scored 116 for 6 wickets, the best scores being R. Bata 31 and M. E. Asger 27; not out.

SAN MIGUEL  
San Miguel San Miguel

Bring your Developing and Printing to LeMunyon's. Your work there is guaranteed in every respect.—*Adv.*

THE following telegraphic information dated 16th instant, has been received from the Samatras Director and Manager of the Maatschappij tot Mijde Boschten Landbouwexploitatie in I angkat, Ld.:

|  | Calleas |
|--|---------|
| Daily aggregate output of Crude Petroleum                              | 45,000  |
| Crude Petroleum in Tanks at date                                       | 230,000 |
| Kerosene made since the date of the preceding half-monthly telegram    | 490.0   |
| Kerosene shipped since the date of the preceding half-monthly telegram | 630.0   |
| Kerosene in Stock at Refinery at date                                  | 57,000  |

To see one of the beautiful Kodaks at LeMunyon's is to buy one. Just call and make him a visit. You will be well repaid.—*Adv.*

At the Regular Convocation of Cathay Chapter, No. 1165 E. C. held at the Freemans' Hall on the 20th inst., M. E. Comp. E. C. Ray (for the District Grand Superintendent) and the Officers of the District Grand Chapter attended and installed the Principals of the ensuing twelve months, viz. M. E. Comp. W. H. Wickham, M. E. Z. E. Comp. H. C. Edwards, H. E. Comp. A. H. Bottenheim, J. M. E. Z. invested the following Officers:—Comp. J. W. C. Thomas, S. E. Comp. E. A. Honner, S. N. Comp. W. A. Sims, Comp. E. H. Ray, P. S. Comp. C. H. Wain, 1st A. S. Comp. A. C. Cochran, 2nd A. S. Comp. C. P. Chater, 1st D. C. Comp. G. E. Cole, Steward; Comp. J. Vansione Janitor.

Every steamer from the United States brings great quantities of Kodaks and Photo Supplies for LeMunyon, No. 31 Des Vaux Road.—*Adv.*

## INTERESTING LAND CASE.

AT THE SUPREME COURT.

At the Supreme Court this morning, Li Ki Tong, merchant, 5, Glenalee Road, applied for leave to appeal against a decision of the Land Court, of 10th January, disallowing his claim to certain land at Samshui in the B. F. Serial No. 149, Survey District No. 4.

Mr. T. Morgan, Barrister-at-law (instructed by Mr. Wei Wei of Messrs. Johnson, Stokes & Master, solicitors), appeared in support of the application. His Lordship, he said, would perhaps remember that application was made on 22nd January last and upon that occasion his Lordship directed the application to stand over to enable the notes of the evidence to be copied, and an adjournment was made for another month. The application now came on for hearing. The point seemed to be very simple. Mr. Li Ki Tong claimed this land and he understood that other claimants in respect of parts of it. The whole of the claims were disallowed by the Land Court and it was surmised by his client that the reason for the Land Court's decision was that the land referred to was below high-water mark, and that being so, it might be thought it was consequently the property of the Crown. If that was the reason, the matter was a very important one which must be argued sooner or later in that Court. If that was not the reason, it seemed to him that this claimant was entitled to have some reason given for the decision of the Land Court. No reason of any kind had been assigned. That was his case, and he did not think any affidavits were necessary under the circumstances.

His Lordship—I am very sorry to do so—may wish to grant leave in this case. What happened in this case was as follows. The judgment of the Land Court was given on 10th January, 1903. By section 16 of Ordinance No. 18 of 1900 the claimant, being dissatisfied with the decision, and the value of the claim being over \$500, was entitled to apply for leave to appeal, such application to be made within 14 days from the date of the decision. On 22nd January an application for leave to appeal was made, but the parties, not being ready to proceed fully that day, I allowed the further hearing of the application to be adjourned till 23rd February, 1903. Shortly before that date an ex parte summons was taken out asking for further time for trial. I would fix the hearing at a date one month later than 23rd February. This application was supported by an affidavit showing that there were copies of some further notes required. That application was granted, and accordingly to-day (23rd March) was fixed for the hearing. The parties must have had the notes of evidence for at least three or four weeks, and if they had any cause to complain of the decision disallowing the claimant's claim there was plenty of time for him to have made an affidavit setting out in what way any injustice had been done to him, and at least setting out what his *prima facie* title to the land in question was. Nothing, however, appears to have been done till the afternoon of Friday last, when a letter was sent to the Deputy Registrar asking for an adjournment. That was not a proper course to take.

When the Court has fixed the hearing for a special day, if further adjournment is required, formal application, by summons or motion supported by proper affidavits, should be made. Neither can I take judicial notice of an informal application by counsel to me in Chambers, for, although it always affords me pleasure to see counsel on any private matter, if they call upon me with regard to judicial matters there should be some proper application pending before me. I have these circumstances in mind. Phillips had shown, even *prima facie*, that any injustice had been done to his client, even some apparent injustice, which required explanation, and so justified leave to appeal being given. It would have been another matter. When I am asked to grant leave to appeal from a decision of the Land Court, some good reason should be shown me, and the facts should be supported by affidavit.

It was not intended by the decision of the Land Court, allowing application to be made for leave to appeal, that a person should appeal simply to procure a copy of all the notes often very voluminous, taken by the Land Court, and to get a copy of the grounds of the Land Court's decision in order to see whether, under a microscopic scrutiny, by counsel, some peg could be discovered on which to hang an appeal. I must refuse the application.

THE provision of light and air is here again abundant. A large number of windows judiciously laid out furnish both. Above the second floor is another storey, planned exactly after the first with two wards corresponding in dimensions with those below. The ingenious device of the Orientals against surgical science, as practised by Westerners, seems to be at last beginning to give way, as the result of closer

## THE TUNG WA HOSPITAL.

## NEW EXTENSION BUILDING.

Concluding a long despatch to the Earl of Kimberley on the 19th February, 1872, on the opening ceremony of the Tung Wa Hospital on the 14th February of that year, Sir Richard MacDonnell wrote that he could conscientiously say that he looked forward with cheerfulness and hope to the future of the Tung Wa Hospital. The hope of that wise Governor in those days in new matters was prophetic. Thanks to the untiring devotion, disinterested zeal, and the spirit of humanity which directs the action of each and every member of the Committee of Management of the Tung Wa Hospital in the Colony, they can point to the buildings of that most deserving of charitable institutions as an important undertaking which private munificence of the native community has done so much to foster and the Government of the Colony to countenance and promote.

The petition of 1871, whence the present hospital owes its origin, was a humble document. It was characteristic of the Chinese. It prayed for "a piece of ground to the petitioners to build a common ancestral Chinese temple." The memorialists represented that "people of other nations and persuasions have had similar grants; but the Chinese who frequent the Colony being workmen, servants and the like, if they die here have no temple in which their ancestral tablets may be placed. Many of them come from a distance and if, when they die here there was a temple to receive their tablets, their fellow-villagers or connections visiting Hongkong could carry them home." A piece of ground, accordingly, should be given, and it was no more than a hundred feet square. To this circumscribed area then we trace the first site upon which the Chinese had cast their eye for the future buildings now forming so conspicuous a complement of the local public institutions. The Chinese fixed upon Taipingshan, because of their deep-rooted belief in geomantic influences. Tai Ping Shan is the "hill of universal peace"; the characters *tai*, *ping*, and *shan*, literally interpreted, conveying to our minds that significance. Under the shadows of this hill of such happy omen have they constructed their first building, which is now extended by the addition of a new building forming the subject of the present notice. It should be interesting to state that of the thirty-four original founders of this beneficent institution, Mr. Tang Kam Chi, head partner in the shipping firm of Messrs. Lee Wing & Co., still survives to witness the good work so far progressed and developed which he initiated more than half a century ago. His colleagues are all dead.

On the 25th November, 1899, with trowel and mallet in hand, His Excellency Sir Henry A. Blake, G.C.M.G., declared the first stone of the Tung Wa Hospital Extension Building to be "well and truly laid." Within the next few days His Excellency will be identified with the opening ceremony of the building, whose foundation stone he laid a little over three years ago. Having regard to the solicitude which the Governor has exhibited in the customs and institutions of the native population in the Colony, they are to be congratulated that His Excellency has consented to associate himself with the ceremony which will take place on Thursday afternoon.

It has been stated that the building has been a little over three years in construction. This is not by any means too long a period, when the size of the structure is considered and regard is had to the fact that the cost has been provided entirely by voluntary contributions, although the site was granted free of premium by the Government. It will be remembered that the gift was obtained from the Crown during the chairmanship of Mr. Ho Tung. The total amount collected is \$115,000, this included the donations from the European community who responded to the appeal most generously. In collecting such a handsome amount Mr. Ho took of Messrs. Jardine, Matheson & Co. worked indefatigably in canvassing for the good graces of the European firms and private individuals with whom his personal influence counted for much. His brother, Mr. Ho Kom Tong (also of the "princely house") deserves credit for the efforts he employed among his fellow-countrymen in which he, however, had the co-operation of Messrs. Lee Yue Chuen, Lee Sau Hin, Chau Pik Chuen and others.

Entrance is gained to the new Tung Wa by an unpretentious gateway from Po Yan Street. Ascending a short flight of steps one is landed on the verandah, facing which is the main door opening into the hall. The gilt tablets encircling the pillars which support the roof of this section of the building and others hanging from the ceiling, lead the uninitiated to inquire the meanings of the inscriptions on them. They are several in number, one being that hospital accommodation will not be found wanting for the most numerous of the Chinese, and the date of commencement and completion of this building. The work started when Mr. Lo Koon Tung held office as chairman of the directors. One large centre carving richly ornamented with mythical designs in gold as the groundwork with the Chinese character *shan*, (i.e., "Longevity"), in relief, is hung against the wall. The frame, our representative was told, is the gift of the three hospitals in Canton—the Kwang Chai, the Sung Ching, and the Fong Pin Hospitals. Beneath the massive frame just described are two long blackwood tables on which will rest the bowls, incense burners, and other appurtenances of an altar in dedication to the Chinese deity. These tables as well as other pieces of blackwood furniture in the hall (and they are many) are the gifts of the guilds in Hongkong. They are suitably inscribed. Issuing out of the doorway to the right and left of the hall success is gained to two small rooms on either side. These could be used as surgeon's consulting chambers, offices, &c. To form a better idea of the whole structure, it might here be mentioned that to utilize the sloping site to the best advantage, the building is divided into three sections as it were, but not wholly detached from one another. The first is that just described; dividing it from the second (or central) section is a narrow yard which leads to the ground floor, if it can be so called, of the section into which entrance is gained by way of a short covered flight of steps. Entering the hall on either side of it is a ward each capable of accommodating beds for nine patients. Spacious verandahs enclose the wards on every side. This is a feature in the designing of the building the importance of which cannot be too lightly estimated in an hospital where light and ventilation are first essentials. Ascending the staircase in the hall the second floor is reached. A single large ward extending across the whole of the floor occupies this entire storey. The provision of light and air is here again abundant. A large number of windows judiciously laid out furnish both. Above the second floor is another storey, planned exactly after the first with two wards corresponding in dimensions with those below. The ingenious device of the Orientals against surgical science, as practised by Westerners, seems to be at last beginning to give way, as the result of closer

contact with foreigners. For the provision of an operating theatre in an hospital designed exclusively for Chinese patients, where they will be given the choice of adopting European or native method of treatment, is a departure as novel as it is necessary in the interest of surgical practice and science, no less than in that of humanity. Leading off the wards on the third floor and descending a few steps which connect it with the eastern section of the hospital is the operating theatre. A skylight, a verandah in front looking over Po Yan Street, and doors on the sides give all the necessary light to this room, removed as it should be from the main sections of the hospital proper. On the same floor there will be reserved a couple of rooms for private paying patients, who may object to being associated with the other patients in the general wards. There will also be two private rooms for maternity cases. The topmost flat of the entire building is laid out as one large general ward, corresponding in dimensions and plan with the ward on the second floor. This makes the last or sixth ward. Taking them all together they provide accommodation comfortably for 72 beds with a cubic air space exceeding 700 feet per patient. The hospital is lighted throughout by gas. Evidently the Tung Wa Extension Building is unpretentious in appearance, but the design is well adapted to the site and laid out with a view as much to economy as general usefulness. The cost amounted to \$85,000. Messrs. Lo, Li, and Orange are the architects. It might be added that the resident surgeon of the Tung Wa Hospital is Dr. Cheu Kok, who succeeded the late Dr. Chung, in the visiting surgeon Dr. J. C. Thomson, M.R.S.M. The members of the present committee are:—Mr. Tang Lan Kook, Mr. Tang Lai Chuen (commander, Messrs. Ho, Jacob & Co.), Mr. Li Hing (Nam P. K. Hong guild), Mr. Man Kwong Tin (commander, Messrs. Carlwell & Co.), Mr. Chiu Sik Yue (Chiu Yuen guild), Mr. Ng Pak To (commander, Messrs. Lau, Yegener & Co.), Mr. Siu Yuen Fai (Ning Pak Hong guild), Mr. Chan Yik (Ning Pak Hong guild), Mr. Yui Wai Che (Yip Yuen guild), Mr. Li Ngai Chee (Rice guild), Mr. Tang Lai Tong (Pawm Brukers guild), and Mr. Lum Chun Tak (Pawm Goods guild).

## CORRESPONDENCE.

We do not necessarily endorse the opinions expressed by Correspondents in this column.

## THE KIRKCUDBRIGHT HIRE.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH."—SIR,—As one whose lot it has been to have 9 years before the mast in 11, and 12 years as officer or in command, and having no axe to grind in print save that of "Universal Justice," would you kindly allow me to make a few remarks in relation to the case of the *Kirkcubright* recently reported in your columns? On leaving port the mate contends that all but two, though willing to work, were not good sailors, but in my nine years' experience as boy, ordinary seaman, and able seaman, I was never with an officer who tried to teach them how to be good sailors. On leaving the English Channel it was discovered that some of the beef and bread (by beef is meant hard biscuits capable of being kept on board for several years, and usually called by sailors "Liverpool pa-tiles") was missing; also that some of the meat was utterly useless; and the biscuits already maggoty. This beef, bread, pea soup and three quarts fresh water for all purposes, practically constitute the sailor's daily "bill of fare" for months together on board most British sailing ships. In calm or typhoon, in tropics or in the vicinity of the pole, it is well cooked, and weighed with the same accuracy as would not disgrace the most modern shipcook. While I agree, Mr. Editor, that rank insubordination must be punished, I contend in assuming the role of judge, one should put himself in their place with five months of this living before them. My past experience convinces me that the best "prize fighter" on board is usually made boatswain, with the object of extracting as much work as possible out of an undermanned crew. Add to this that, in ordinary times, the seaman is on duty for at least 12 hours each day and for seven days per week, and is very often kept at work for 36 hours each day, with never more than 33 hours' sleep at one time, and it will, I believe, convince the impartial that insubordination at sea is not entirely one-sided, but like many other things governed by cause and effect. The cause in many cases can be traced to the shipowner's meanness, and the effect is a "floating hell" for all on board. The owner has certainly a cause for complaint in loss of time, money, charter, ship, and things with which the owner in such cases as these (if not caused by his meanness) should not be entirely saddled. The master of the *Kirkcubright* told the Magistrate that he wired to the Consuls at Peking and Saigon, but received no assistance. Are the Consuls paid to live comfortably in mansions, and to receive duties like a General to be at the place where the diplomatic and legal duties are most required? The Consuls, assuming they had jurisdiction on Hongkong, certainly had jurisdiction on board a British merchant ship, and had they gone on board the ship, tried the men, and given a decision, the ship would probably not have lost her charter. The master also wired to His Excellency Sir Henry Blake asking for assistance, and here again the same loss of time, the same injury to British shipping, appears when 17 of His Majesty's ships were in Hongkong, and its dependencies. Was it not within the scope of His Excellency to requisition the Imperial Authorities (the Admiralty or Commodore) to despatch a destroyer or gunboat to Hongkong to settle this case, or is our armed naval power maintained for football contests? The master, after asking assistance from the diplomatic and civil services, brings the crew to Hongkong, but before leaving sends a wire to the Harbour Master asking for assistance on arrival. The money for the telegram to the Hon. R. M. Rumsey seems to have been more than wasted, for the men were taken out of the ship at the master's signals. The humiliating condition to which Captain R. Blance was reduced, by being kept for two hours at the Harbour Master's door for an interview, and then being ruthlessly sent away without interview or advice, is unworthy of our Royal Naval Harbour Master, and justifies the allegation that one or both of the Harbour Masters should be practically merchant ship captains, with experience in the merchant service. I believe the Harbour Master receives a salary to assist and to give despatch to British shipping, and it is to be hoped that the Honourable R. Shewan, the representative of commerce, will consider this duty to propose a "vote of censure" on his conduct in the Legislative Council.

Finally, it is to be hoped that the "Private" marked on the door of the Harbour Masters' room, and the "Police Guard" that stands before the door, will not prevent the masters from seeing him on duty, will not prevent them from writing to the Government whenever they are treated in such an autocratic manner as that meted out Captain R. Blance.—Yours truly,  
Hongkong, March 20th, 1903.

SAN MIGUEL  
San Miguel San Miguel

## CUSTOMS STATISTICS.

The Customs' Gaol—October-December 1902, show that the total revenue collected in the fourth quarter of the last two years is as under, in Indian Rupees:—

|                                 | 1902.     | 1901.     |
|---------------------------------|-----------|-----------|
| Chinese ports.....              | 8,177,894 | 6,954,437 |
| Kowloon and adjacent ports..... | 1,571,114 | 210,373   |
| Lungchow, Mongtze, &c.....      | 57,641    | 8,077     |
| Sze-mao, & Tientsin.....        |           |           |
| Total.....                      | 9,806,649 | 7,222,887 |

## ACCIDENT TO THE FRENCH MAIL.

## TWO DAYS OVERDUE.

Yesterday (Sunday) says the *Trails Times* of the 15th inst., the Singapore agents of the Compagnie Des Messageries Maritimes received a cable from Pulo Weh, Sumatra, notifying them that the mail steamer *Tonkin* had passed that point on Saturday in a partially disabled condition, her starboard shaft being broken. The *Tonkin* was due to arrive in Singapore on Saturday and some anxiety was felt until the arrival of the cable. On inquiry at the Singapore office this morning, a *Straits Times* representative was informed that the *Tonkin* is able to steam from 10 to eleven knots on the engine, so that on this calculation it is expected that she will arrive in Singapore about six o'clock this evening. It is possible, however, that delays have occurred in an effort to match up the shaft in that she will not arrive till tomorrow morning. It will not be decided until her arrival what arrangements will be made for her repair, or whether she will proceed to Saigon. As, however, the Company has at present two steamers in port, it is possible that one of these will be commissioned to carry the mails and passengers.

We have seen that the Japanese steamer *Waka Maru* which is to bring the mail on to Hongkong, is due here next Thursday. The *Singapore Free Press* thinks the time has arrived when the Government might well consider again whether it cannot take advantage of the offer of the British India Company for the conveyance of mails.

## TANJONG PAGAR DOCK CO.

## THE HALF-YEARLY MEETING.

The half-yearly ordinary meeting of the Tanjong Pagar Dock Co., Ltd., was announced to be held at the Company's town office, Collyer Quay, Singapore, to-day. The statement of accounts for the half-year ended 31st December last, is as follows:—

The net amount for the half-year available for distribution, including \$27,000 brought forward from last account, is \$704,553.55.

The directors recommend the following disposition:—\$275,000 to be withdrawn of depreciation of property, &c. \$25,000 to be added to General Reserve Fund—which fund it will be noted from the accounts, is invested in the Company's business—and which will thus be brought up to \$1,700,000; dividend for the half-year of \$6 per share and a bonus of \$1 per share. The adoption of these recommendations will leave a balance of \$74,859.89, which is suggested to carry forward.

The sixteenth issue of debenture, new series, amounting to \$175,000, which matured on 10th October, 1902, has been replaced by an issue of debentures for a similar amount, bearing interest at 5% per annum, under the title of "B" series. The total amount of debentures issued is \$1,365,000. A further issue of debentures for \$150,000 at 6% per annum, has been arranged and subscribed for, and this series will be issued on the 11th April, 1903.

Since last half-yearly meeting the following changes on the board of directors have taken place:—Mr. W. A. Greig and Hon. C. Springer resigned, and Messrs. W. P. Waddell and W. H. Sheffield elected.

Mr. J. Rumney Nicholson has also been elected to the Board, under the title of managing director of the Company.

Messrs. A. von Rosing, Paul Hamer and John Anderson, retiring from the board of directors, and Messrs. G. L. Mansfield and John Finlayson from the London Consulting Committee, by rotation; and, being eligible, offer themselves for re-election. The retiring auditors, Mr. T. S. Thomson and Messrs. Lyall and Ewall, offer themselves for re-election.

## THE PLAGUE.

During the forty-eight hours ended at noon to-day, five further cases of bubonic plague, making 102 since January 1st, were notified as having occurred in Hongkong. Two of them were cases of dumping bodies having been found opposite 98, Third Street, and on the hill side at Leighton Hill Road. Other cases were from 74, First Street; 8, Upper Station Street, and 20, Caine Road.

## SHIPPING AND MAIL NEWS.

## MAILS DUE.

Australian (Taiwan) to-morrow.  
French (Tonkin) 25th inst.  
Fre. ch (Tonkin) 26th inst.  
Indian (Kunming) 27th inst.  
English (Balaclava) 27th inst.  
German (Pirna) 27th inst.  
German (Kiautschau) 28th inst.  
American (Siberia) 10th prox.

The Canadian Pacific Railway Co.'s steamer *Tartar* arrived at Vancouver on 21st inst., on Saturday, the 21st inst.

The Imperial German Mail steamer *Shanghai*, which left here on the 18th inst., at noon arrived at Genoa on Friday, the 20th inst., at 5 p.m.

The N. Y. K. Co.'s steamer *Manila* (Australia Line) left Manila for Hongkong on the 22nd inst., and is expected to arrive here on the 24th inst., at 1 p.m.

The P. & O. S. N. Co.'s steamer *Ballaclava* left Singapore for Hongkong on the 22nd inst., and is expected to arrive here on the 24th inst., at 1 p.m.

The Canadian Pacific Railway Co.'s steamer *Tartar* arrived at Vancouver on 21st inst., on Saturday, the 21st inst., and left again for Genoa on Sunday, for Nagasaki where she is due to arrive at 6 a.m. on Tuesday, the 23rd inst.

The Imperial German Mail steamer *Shanghai*, carrying the German Mail, with dates from Berlin of the 3rd inst., has left Cologne on the 20th inst., after noon, and is expected here on or about the 21st inst.

The Imperial German Mail steamer *Shanghai* has left Kobe for Nagasaki, and is expected here on or about the 22nd inst.

The N. Y. K. Co.'s steamer *Manila* (Australia Line) left Manila for Hongkong on the 22nd inst., and is expected to arrive here on the 24th inst., at 1 p.m.

SAN MIGUEL  
San Miguel San Miguel







## Shipping—Steamers.

OCEAN STEAMSHIP COMPANY, LD.  
AND  
CHINA MUTUAL STEAM NAVIGATION  
COMPANY, LD.

## JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON.  
MONTHLY SAILINGS FOR LIVERPOOL.  
MONTHLY SAILINGS FOR CONTINENT.

## OUTWARDS.

| FROM                   | STEAMERS    | DUE ON      |
|------------------------|-------------|-------------|
| GIAS FOW and LIVERPOOL | "OANFA"     | 25th March. |
| "                      | "MENELAUS"  | 27th "      |
| "                      | "JASON"     | 3rd April.  |
| "                      | "AGAMENNON" | 9th "       |
| "                      | "KEEMUN"    | 16th "      |

S.S. "OANFA" left Singapore 20th inst., and is due here 26th instant.  
S.S. "MENELAUS" left Singapore at Noon 22nd instant, and is expected here 27th instant.

## HOMWARDS.

| FOR              | STEAMERS    | TO SAIL ON  |
|------------------|-------------|-------------|
| LONDON via GENOA | "KINTUCK"   | 31st March. |
| " and ANTWERP    | "GLAUCUS"   | 14th April. |
| "                | "DEUCALION" | 28th April. |
| "                | "AGAMENNON" | 12th May.   |
| "                | "CALCHAS"   | 26th May.   |

## LIVERPOOL BERTH.

(Taking Cargo at London Rates.)  
LIVERPOOL via MARSEILLES "PING SUEY" 18th April.  
" via GENOA "PATROCLUS" 25th May.

## CONTINENTAL BERTH.

MARSEILLES, LONDON and ANTWERP "MENELAUS" 27th April.

## TRANS-PACIFIC SERVICE.

| FOR  | STEAMERS | TO SAIL ON  |
|--|----------|-------------|
| VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS | "OANFA"  | 28th March. |
| NAGASAKI, KOBE and YOKOHAMA                            | "KEEMUN" | 18th April. |

For Freight, apply to

BUTTERFIELD & SWIRE,  
AGENTS.

## CHINA NAVIGATION CO., LIMITED.

| FOR  | STEAMERS    | TO SAIL     |
|--|-------------|-------------|
| SHANGHAI   | "SINGAN"    | 25th March. |
| SWATOW, CHEFOO and TIENTSIN  | "NANCHANG"  | 25th "      |
| MANILA   | "SUNGKIANG" | 25th "      |
| CEBU and ILOILO  | "KAIFONG"   | 28th "      |
| YOKOHAMA and KOBE  | "TAIYUAN"   | 28th "      |
| SHANGHAI   | "KANSU"     | 1st April.  |
| MANILA   | "CHINGTU"   | 4th April.  |
| PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE | "CHINGTU"   | 4th April.  |

\* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivaled table. A duly qualified Surgeon is aboard.

† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.  
‡ Taking Cargo and Passengers at through Rates for all New Zealand and other Australian Ports.

§ See Special Advertisement.

N.B.—R. D. C. D. SALON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

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AGENTS.

Hongkong, 23rd March, 1903.

## Hongkong-Manila.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA  
STEAMSHIP COMPANY, LIMITED.

| Steamship. | Tons. | Captain.     | For             | Sailing Dates.                   |
|------------|-------|--------------|-----------------|----------------------------------|
| RUBI       | 2540  | R. W. Almond | MANILA (DIRECT) | Saturday, 28th March, at 10 A.M. |
| ZAFIRO     | 2540  | R. Rodger    | Do.             | Saturday, 4th April, at 10 A.M.  |
| PERLA      | 1980  | J. McGinty   | Do.             | Do.                              |

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,  
GENERAL MANAGERS.

Hongkong, 21st March, 1903.

## PORTLAND &amp; ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, INLAND SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA.

FOR  
PORTLAND OREGON,

OPERATING IN CONNECTION WITH

## THE OREGON RAILROAD AND NAVIGATION COMPANY

| Steamship    | Tons  | Captain             | To Sail        |
|--------------|-------|---------------------|----------------|
| "INDRASAMHA" | 5,197 | R. P. Craven        | Mar. 26, 1903. |
| "INDRAVELLI" | 4,899 | W. E. Craven        | April 16, "    |
| "INDRAPURA"  | 4,899 | A. E. Hollingsworth | May 14, "      |

Through Bills of Lading issued in Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, General Agent.

## OSAKA SHOSEN KAISHA.

PROPOSED SAILINGS.—SUBJECT TO ALTERATIONS.

| Destinations. | Steamers.       | Captains.    | Sailing Dates.         |
|---------------|-----------------|--------------|------------------------|
| FOR FOCHOW    | "ANPING MARU"   | J. Goto      | WEDNESDAY, 25th March. |
| FOR TAMSUI    | "DAIJIN MARU"   | T. Ogata     | SUNDAY, 29th March.    |
| FOR ANPING    | "MAIDZURU MARU" | T. Saito     | WEDNESDAY, 1st April.  |
| FOR TAMSUI    | "DAIGI MARU"    | T. W. Groves | SUNDAY, 5th April.     |

\* Via SWATOW and AMOY.

The Company's new steamers are specially designed for the coast trade of South China and Formosa and are fitted with all modern improvements. Excellent accommodation is provided for 1st class passengers, and a duly qualified doctor is carried.  
All steamers carry the Imperial Japanese Mail, subject to periodical inspection by the Government Marine Surveyors, and are registered in the highest class at Lloyd's.  
Steamers will call alongside the Co's Wharf at the Custom's water-front premises at Tamsui to land all passengers and cargo.  
By the Co's steamers for Shanghai through Bills of Lading issued for Cargo to Yangtze River Ports, as well as for North China Ports, in connection with the NIPPON YUSEN KAISHA's steamers from Shanghai.  
For Freight, Passage and further information, apply at the Co's Local Branch Office, at No. 2, Des Vaux Road Central.

Hongkong, 18th March, 1903.

T. ARIMA, Manager.

## Shipping.

## STEAMERS.

CHINA NAVIGATION COMPANY, LIMITED.

HONGKONG-MANILA,  
REDUCED SALOON PAS-  
SAGE MONEY.

SINGLE, \$20. RETURN, \$35.

STEAMERS fitted throughout with Electric Light, First Class Accommodation. Unrivaled Table. Duly qualified Surgeon carried. BUTTERFIELD &amp; SWIRE, Agents.

Hongkong, 10th January, 1903. [350]

## STEAM TO CANTON.

FRENCH MAIL

Twin Screw S.S. "SAN CHEUNG," 951 Tons, Captain Murphy, leaves HONGKONG for CANTON at 5.30 P.M. on SUNDAYS, TUESDAYS, and THURSDAYS, returning to Hongkong the following days, leaving Canton at 5 P.M. Unexcelled accommodation for First Class Passengers. Hot and Cold Water lead on by Pipes to each Cabin. Ship lighted throughout by Electricity.

Passage Fare \$3.00 Single Journey. Meals \$1 each.

The Company's Wharf is East of the Hongkong Harbour Master's Office, and West of Canton Boat Co.'s Wharf.

CHEUNG ON S.S. CO., LTD.  
Hongkong, 17th January, 1903. [700]WING ON STEAMSHIP COMPANY.  
HONGKONG-MACAO LINE.

THE Steamship

"CHU KONG," Capt. Mason.

Departures from HONGKONG to MACAO, Daily, at 8 A.M. SUNDAY including Departures from MACAO to HONGKONG, Daily, at 2 P.M. SUNDAY including.

This Steamer is the fastest and has Superior Cabin Accommodation.

FARES:  
1st Class.....\$2.00  
2nd ".....1.50  
3rd ".....1.00

Further Particulars may be obtained at the Office of the

WING ON STEAMSHIP CO.,  
No. 42, Bonham Strand West.  
Hongkong, 10th March, 1903. [870]

COMPAGNIE DES MESSEGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Company's Steamship

"TONKIN," Captain Schmitz, will be despatched for the above Ports on or about WEDNESDAY, the 25th instant.

For Freight or Passage, apply to G. DE CHAMPEAUX, Agent.

Hongkong, 19th March, 1903. [1000]

TOYO KISEN KAISHA

MANILA LINE.

Largest and Fastest Steamers on the route. Excellent Accommodation. Cuisine Unexcelled. Unrivaled Speed. Fitted throughout with Electric Light. Doctor and Stewardess carried.

| Steamship.   | Captain.     | Tons. | Sailing Date.                   |
|--------------|--------------|-------|---------------------------------|
| ROSETTA MARU | N. Tate      | 3,876 | Tuesday, 24th instant, at Noon. |
| ROHILLA MARU | E. P. Bishop | 3,869 | Monday, 30th instant, at Noon.  |

For Freight or Passage, apply at the Company's Office, 3, Queen's Building, Ice House Street.

K. NAKASHIMA, Manager.

Hongkong, 20th March, 1903. [1710]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR FIUME AND TRIESTE (DIRECT), Calling at SINGAPORE, PENANG, RAN. COON, CALCUTTA, COLOMBO, ADEN, SUEZ and PORT SAID.

(Taking Cargo at through Rates to the BRAZILS, SOUTH AFRICA, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS.)

THE Company's Steamship

"NIPPON," Captain Klausberger, will be despatched as above on SATURDAY, the 28th instant, P.M.

For Information as to Passage and Freight apply to

SANDER, WIELER &amp; Co., Agents.

Princes Buildings.

Hongkong, 13th March, 1903. [1580]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE. (Calling at TIMOR, PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &amp;c.)

THE Steamship

"EASTERN," Captain Ellis, will be despatched for the above Ports, on THURSDAY, the 9th April, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &amp;c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to GIBB, LIVINGSTON &amp; CO., Agents.

Hongkong, 17th March, 1903. [1340]

## Shipping.

## STEAMERS.

STEAM TO CANTON.

THE Splendid New Steel Twin Screw Steamer

"KWONG CHOW," 1,474 Tons, Captain Walker, leaves HONGKONG for CANTON at 5.30 P.M. on SUNDAYS, TUESDAYS and THURSDAYS, returning to Hongkong the following days leaving CANTON at 5 P.M. Unexcelled Accommodation for First Class Passengers. Ship lighted throughout by Electricity.

Passage Fare, \$4 Single Journey. Meals \$1 each.

The Company's Wharf is West of the Hongkong Harbour Master's Office.

SHIU ON S.S. CO., LTD.  
Hongkong, 14th March, 1903. [3220]

FOR ILOILO (DIRECT).

THE Steamship

"I. DE LA RAMA," Captain F. Such, will be despatched as above on THURSDAY, the 26th instant, at 4 P.M.

This Steamer has Superior Accommodation for First Class Passengers and is fitted throughout with Electric Light.

For Freight or Passage, apply to HIJOS DE I. DE LA RAMA, 10, Connaught Road.

Hongkong, 21st March, 1903. [3620]

NIPPON YUSEN KAISHA.

FOR MANILA.

THE Company's Japanese Mail Steamship

"KUMANO MARU," 5,000 Tons, Captain H. Fraser, will be despatched for the above Port on FRIDAY, the 27th instant, at 2 P.M.

This Well-known Steamer is specially constructed for the service in the Tropics, and is provided with superior accommodation and with all modern fittings and improvements for the safety and comfort of Passengers. Electric Light and Refrigerator. Doctor and Stewardess carried.

For Freight or Passage, apply to A. S. MIHARA, Manager.

Hongkong, 21st March, 1903. [3600]

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL (With Liberty to call at PHILIPPINE PORTS).

PROPOSED SAILINGS FROM HONGKONG.

1903.

"AFRIDI".....About 15th April.

"RICHMOND CASTLE".....30th April.

"SAGAMI".....15th May.

For Freight and further information, apply to

DODWELL &amp; Co., LIMITED, Agents.

Hongkong, 6th March, 1903. [1390]

## Intimations.

F. BLACKHEAD & CO.,  
SHIP-CHANDLERS, SAILMAKERS,  
COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS  
AND GENERAL COMMISSION AGENTS.  
PRAYA CENTRAL HONGKONG SOAP MANUFACTURERS.SOLE AGENTS FOR  
HARTMANN'S RAHTJEN'S GENUINE  
COMPOSITION RED HAND  
BRAND, HARTMANN'S GREY PAINT,  
DAIMLER'S PATENT MOTOR  
LAUNCHES,  
&c., &c.Sole Agents for  
FERGUSON'S SPECIAL CREAM  
and  
P. & O. SPECIAL LIQUOR SCOTCH  
WHISKY, &c.EVERY KIND OF  
SHIP'S STORES AND REQUISITES  
ALWAYS IN STOCK  
AT  
REASONABLE PRICES.

Hongkong, 14th May, 1903.

NOTICE.

THE BEST PREVENTIVE OF ALL  
INFECTIOUS DISEASES.J. EYES  
FLUIDAVOID ALL RISK OF OUTBREAK BY  
ITS USE.W. G. HUMPHREYS & Co.,  
Bank Buildings.THE CHINA & JAPAN TELEPHONE  
AND ELECTRIC COMPANY,  
LIMITED.HONGKONG EXCHANGE,  
OPEN DAY AND NIGHT.

SUBSCRIPTIONS.

EXCHANGE LINES, \$80 Per Annum.

PRIVATE LINES, \$100 Per Annum.

NO CHARGE FOR INSTALLATION.

N.B.—A special charge is made for lines of more than average length.

ELECTRIC SUPPLIES OF EVERY DESCRIPTION IN STOCK.

INCLUDING—  
BATTERIES,  
CHEMICALS,  
ELECTRIC BELLS,  
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PRICE LISTS ON APPLICATION.

ELECTRIC BELL INSTALLATIONS  
Erected and kept in order.

Estimates given for all kinds of Electrical work.

Trained Mechanicians sent to Out-Ports to fit up Installations if required.

NOTE ADDRESS—2, ICE HOUSE ROAD.

For full Particulars, &c., &c., Apply to  
W. STUART HARRISON,  
A.M. INST. C.E.,  
Manager.

Hongkong, 14th October, 1902. [1400]

MEE CHEUNG,  
PHOTOGRAPHER.

TOP FLOOR OF ICE HOUSE, 10-11, HOUSE ROAD.

IS now in a position, in his New and Commodious Premises, to eclipse, as heretofore, ALL PHOTOGRAPHIC ART PRACTICE in the Colony or in any part of the Far East.

GROUPS AND VIEWS  
a speciality.

Hongkong, 22nd September, 1902. [1410]

TSU FAN  
DENTIST.PRICE MODERATE—CONSULTATION FREE.  
Next to the Hongkong Dispensary,  
50, Queen's Road, Central.

Hongkong, 28th November, 1902. [1390]

NOTICE.

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAIN, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessel during her stay in Hongkong Harbour.

HOWARD D. TROOP, British 4-masted barque, D. W. Corning, Master.

M. VALERIE, Austrian steamer, 4,235 P. Berberich, 21st Mar.—Trieste 27th Jan., and Singapore 18th March, General—Sander, Wierler &amp; Co.

BINTANG, Danish steamer, 872, Carl Jensen, 21st Mar.—Wuhu and Chinkiang 17th Mar., Rice and Beans—Melchers &amp; Co.

RAJABURI, German steamer, 1,180 G. Wendig, 21st Mar.—Bangkok 15th Mar., Rice—Butterfield &amp; Swire.

PITSANULOK, German steamer, 1,267, C. Fuchs, 21st Mar.—Bangkok and Swatow 20th Mar., Rice—Butterfield &amp; Swire.

HONGKONG, French steamer, 742, Panier, 21st Mar.—Hoihow 9th Mar., General—A. R. Marty.

QUARTA, German steamer, 1,145, J. Johannsen, 22nd Mar.—Saigon 18th Mar., Rice—Sander, Wierler &amp; Co.

LYEENMOON, German steamer, 1,238, Th. Lehmann, 22nd Mar.—Shanghai 18th Mar., General—Siemssen &amp; Co.

ATHOLL, British steamer, 3,031, E. Porter, 22nd Mar.—Shanghai 18th March, Ballast—Dodwell &amp; Co., Ltd.

SIMONGAN, Dutch steamer, 1,202, J. Huberth, 22nd Mar.—Samarang 11th Mar., Sugar—Yuen Fat.

MICHAEL JENSEN, German steamer, 710, J. Jensen, 22nd March—Haiphong and Hoihow 21st Mar., General—Jensen &amp; Co.

ERNEST SIMONS, French steamer, 2,162, D. Fromy, 23rd Mar.—Yokohama 13th Mar., Mails and General—Messageries Maritimes.

HELENA, German gunboat, 1,392, Staunton, 23rd Mar.—Canton 22nd Mar.

LIGHTNING, British steamer, 2,122, J. G. Spence, 23rd Mar.—Calcutta 7th Mar., Penang and Singapore 17th, General—David Sassoon &amp; Co., Ltd.

I DE LA RAJA, American steamer, 640, F. Such, 23rd Mar.—Hoihow 18th Mar., Sugar—Order.

KEONGWAI, German steamer, 1,115, F. Leuss, 23rd Mar.—Bangkok 16th Mar., Rice and Teakwood—Butterfield &amp; Swire.

ANDALUSIA, German steamer, 3,744, W. von Döhrren, 23rd Mar.—Kobe 17th March, General—Siemssen &amp; Co.

ESCALONA, British steamer, 2,074, Fairweather, 23rd Mar.—Port Said 20th Feb., General—David Sassoon &amp; Co., Ltd.

APENRADE, German steamer, 611, A. P. Ulderup, 23rd Mar.—Haiphong 18th Mar., Rice and General—Jensen &amp; Co.

PENDROCKSHIRE, British steamer, 2,767, E. Liddle, 23rd Mar.—London 29th Jan. and Singapore 16th Mar., General—Shewan, Tomes &amp; Co.

BOMBAY MARU, Japanese steamer, 3,398, T. Mura, 23rd Mar.—Yokohama 11th Mar., General—Nippon Yusen Kaisha.

BENLAVERS, British steamer, 1,484, W. H. Bee, 23rd Mar.—Rangoon 11th March, Rice—Order.

Departures.

Mar. 22, *Thales*, British str., for Swatow.Mar. 22, *Daigi Maru*, Jap. str., for Swatow.Mar. 22, *Tyr*, Norwegian str., for Hongay.Mar. 22, *Frige*, Norwegian str., for Wuhu.Mar. 22, *Ayr*, British str., for Moji.Mar. 22, *Afridi*, British str., for Shanghai.Mar. 22, *Indra*, British str., for Shanghai.Mar. 22, *Chenchen*, British str., for Amoy.Mar. 23, *Bintang*, Danish str., for Canton.Mar. 23, *Lyceon*, German str., for Canton.Mar. 23, *Loongang*, British str., for Manila.

Passengers—Arrived.

Per *Quarta*, from Saigon—106 Chinese.Per *Lyceon*, from Shanghai—91 Chinese.



4. We would direct allocation of shipping firms to the style in which "Steamers Expected" and "Projected Balling" are published in these columns. Also, we are doing respectfully urge the managers of shipping firms to give orders to their clerks to furnish office on the forms already supplied, with the latest available information every day.



Gentlemen's  
Outfitting  
Department  
Now Open.  
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Opposite  
Hongkong Hotel.

# WILLIAM POWELL, LTD.,



28 & 34, QUEEN'S ROAD CENTRAL,  
HONGKONG,

General Drapers, Dressmakers, Milliners, Hosiers,  
Haberdashers and General Outfitters.

Gentlemen's  
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Now Open.  
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## GENTLEMEN'S OUTFITTING DEPARTMENT.

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